





# The Fireman's Journal

AND MILITARY GAZETTE.  
MARCUS D. BORTUCK, Editor

SAN FRANCISCO  
SATURDAY MORNING, MAY 30, 1857.

To the Members of the San Francisco Fire Department:  
We, the undersigned, a special committee appointed by the Board of Delegates of this Fire Department, inform you that a book of subscription is now open at the office of H. A. COBB, Nos. 100 and 102 Montgomery street, for the purpose of receiving donations to aid in fencing the FIREMAN'S CEMETERY and erecting a permanent monument to our deceased brothers, who perished in discharging their duties as firemen.

H. A. COBB, Chairman.  
W. H. SILVERTHORN, Secretary.  
P. B. BUCKLEY.

## Notice.

Mr. DANIEL G. WALDRON is now traveling through the State as Agent and Correspondent of this paper, and is duly authorized to transact all business connected with it. We hope our friends will extend him every assistance and attention at their command.

## Notice to Mail Subscribers of MAYVILLE.

We shall, hereafter, send our list of mail subscribers through Wells Fargo & Co. Express to our Agents A. Randall & Co., where they will receive them one day sooner than heretofore.

## The Fire of Thursday.

At 9 o'clock on Thursday morning the alarm of fire was sounded from the City Hall for the 6th district, by Joseph Webber, the ringer on duty at the time, the fire proceeding from the large three-story frame building, No. 153 Commercial street, known as "Barnum's Restaurant," which being of a very combustible nature rapidly spread to the buildings on either side and in an incredible short space of time, Nos. 151 and 155, were completely wrapped in flames. The firemen responded with great alacrity to the call made upon them, and speedily got their apparatus to work, under direction of Acting Chief Engineer W. O. Smith and Assistant Engineer Van Orden and Simpson. Engine 1, was the first to get water on the fire, quickly followed by the remainder of the Department, and assisted by the streams of No. 14, supplied by Man, hasten 2, from the corner of California and Montgomery street, No. 5, supplied by Columbia 11, from the corner of California and Kearney, and Crescent No. 10, drafted from their own wells, kept the fire from destroying the block of brick buildings on Sacramento street. This line was under direction of Assistant Engineer Van Orden, and its formation reflects great credit upon him—its effect at the time was incalculable. The iron shutters at the rear of those buildings, warped and bent like reeds, and the cracks thus formed gave the fire an opportunity to enter. That superhuman work was done at this point, our citizens can see for themselves, for the rear of the frame buildings on Sacramento street were but little charred, notwithstanding the immense heat.

On Commercial street, where the fire raged the most, Acting Chief Engineer Smith, and Assistant Simpson had control, and the engine coolness and promptness with which those gentlemen acted in this time to their praise. At this point were the streams of No. 3, 4, 6, 7, 9, and 12. All the engines have just enumerated, except 8, drafted water from the cistern at the corner Montgomery and Commercial street, their streams doing excellent duty. No. 8, drafted from the cistern at the corner of the cistern at the corner of Sacramento and Kearney, getting a stream on the fire and afterwards supplied No. 1 from the corner of California and Kearney street. On Commercial street a desperate effort was made by the firemen to prevent the fire from crossing to the other side; and considering the narrowness of the street and the combustible nature of the buildings, its accomplishment was a miracle. The fire although it had increased somewhat in extent, having engulfed Nos. 149 and 157, was about subdued, when word came that the cistern at the corner Commercial and Kearney streets had given out. This of course rendered a change of position of the apparatus indispensable, and although the firemen with lightning speed, responded to the order to shift the engines the configuration spread involving Nos. 146 and 147 Commercial street. No. 12 took suction at the cistern corner of Washington and Montgomery street and forced her water on to the fire through 600 feet of hose. No. 8, drafted from the same cistern and supplied No. 7, on the fire. No. 4 drafted from the cistern at the corner of California and Montgomery, supplying No. 6, on the fire. In 10 minutes after these lines were formed and at work, the fire was wholly under subjection. The Hook and Ladder companies were promptly on the spot, and worked with energy and to advantage. The buildings opposite the fire on Commercial street were very much scorched, and their standing today is a proud monument to the Fire Department. The actual losses by the above fire will amount to about \$25,000. A great deal of property was saved by the firemen and others, and with the exception of "Barnum's Restaurant," and Collins & Tiffany's store. Those engaged in business had but very little of value destroyed. The fire is fortunate one for the neighborhood, as handsome brick buildings will be erected on the now vacant lots.

Mistakes.—The daily press state that all the firemen injured at the fire (some eight or ten) were taken to the fire engine, where they received every attention. The statement is incorrect, the only fireman injured requiring aid were Messrs. Rolie, Stated and Nothe. The first named was taken to the Druggist store corner Sacramento and Kearney street, where every attention was lavished upon him. Mr. Stated was taken immediately to his home and Mr. Nothe was taken to Mr. Little's where he received every attention.

From our Traveling Correspondent.  
YREKA, SISKIYOU COUNTY, CAL., May 24, 1857.  
EDITOR FIREMAN'S JOURNAL: On the 16th inst. I took an outside seat on Messrs. Greathouse & Slicer's mule train, a ride of one hundred and thirty miles from Shasta to this place. After traveling ten miles, we halted at the "Tower House Ranch," one of the most beautiful farms in the North, where we partook of an excellent dinner—feasted myself on "six" plates of strawberries and cream (not milk)—then resuming our journey, arrived at French Gulch in the evening. This is quite a flourishing mining town, having three hotels, five stores, a number of family residences, and a population of about five hundred persons. I was shown by Mr. Mixon a small specimen of gold, weighing 26 oz., taken out that day by Messrs. Swartz & Co. It was a fine chunk, and would make a beautiful breastpin for a person who could afford to wear it. I was "rather delicate in pocket" (as Mike says), did not purchase.

I remained at this point one day, and on the following morning took an early start for our next stopping place, Trinity Center, Trinity County, 28 miles distant. Having to cross Trinity Mountain, fourteen miles, the ride was somewhat tiresome, although the trail was exceedingly good. At the Mountain House, our company, ten in number, were informed by the keeper that a supposed bandit had been seen lurking about the mountain—that they were five in number, and were Spaniards. There having been so many robberies committed on this mountain, it rather set us to thinking, and concluded to look well at our arms, and "in time of peace prepare for war." We passed over, untroubled, save one exception. We met a "son of the Emerald Isle," when one of our party drew a pistol, and shot him in the neck, at which he rather seemed to enjoy the joke, and more particularly the effect of its contents.

At the foot of the mountain we came into Trinity Valley, a plain of thirty-five miles in length—having some very fine ranches, and much land unimproved. At present only ten families are located there as farmers, and I was somewhat surprised to see so much soil lying uncultivated. At 3 o'clock P. M. we rode into the town of Trinity Center, and stopped at Gregory's Hotel, where I was made acquainted with Mr. Irving, who accompanied me to the various mining claims in the vicinity. I was much pleased with my visit, and found the miners in good spirits, and making on an average, four dollars per day. Some few claims were yielding \$25 per day to the land.

A wagon road, to be built across the mountains, is much talked of here. In the Valley between Trinity and Shasta Mountains, it is now nearly completed. A large number of workmen are busily engaged. I was informed by Mr. Gregory that it will be ready for stages in about two months, and it is hoped that the mountain road will be completed by another year. The estimated cost of labor on the two mountains, to make a good wagon road, is thirty thousand dollars; and, if constructed, will not only facilitate travel, but will be of much benefit to those residing on this side of the range.

Flour in this valley has been selling at \$4 per hundred, while at Shasta it would bring \$5. There are many means of transportation, this fact alone shows the necessity of a wagon road—thereby opening a market for produce of all kinds, from the extensive valleys above.

Having returned with a good night's sleep, we took an early start, intending to cross Shasta Mountain before the heat of the day. We followed up the Valley about twenty miles, having to ford many small streams. In one instance, Messrs. Burbank, Abbott, Hess, and myself, traveled some hours ahead of the regular train, lost our trail. Taking an "old dead" one, we kept on till we came to the Trinity River, and in attempting to ford it, were compelled to swim our mules. The current being so strong, we were carried down the stream some fifty rods, and narrowly escaped being drowned. On our arrival at the Texas House, where we dried our clothing, we were informed that, notwithstanding our perilous adventure, we were the first that had crossed this range, and that we had saved two miles of hard travel. We crossed the mountain, a distance of eighteen miles, found on its summit much snow, and quite cool, riding till we arrived at Callahan's Ranch, in the foot, where we stopped for the night.

In the morning I took a seat on the California Stage Company's stage, beside Al. Seelye, "who man what looks the ribbons," and in less than 2 1/2 hours, I arrived in the city of Yreka, a distance of forty miles, and took rooms at the Yreka Hotel, kept by L. H. Barber, Esq. It is the Stage House for the different lines running to various portions of the mines and Oregon; and is well conducted. Yreka is truly one of the most thriving towns in this State, with a population of two thousand five hundred, containing many fine brick buildings, two churches, a fine court-house and jail, a half dozen hotels, two theatres—the "Arcade," a wooden building, and Colton's new theatre, lately built of brick. This is a great town for amusements. A sample of patronage is that of Messrs. Burbank & Mitchell's Serenaders, who opened "Colton's" on Wednesday evening last to a six hundred and nineteen dollar house. They still continue to draw, and will remain in this section of the country for some time. The "Graves Dramatic Troupe" have been performing here for about six weeks, but have closed for the present.

I was much pleased to meet my old friends, Mr. Grow, postmaster of this city, Mr. Goldsmith, Mr. Higby, of the "Challenge," Judge Warburton, formerly of the Bay City, and H. Brooks, Esq., who took me "round the town," and introduced me to the citizens, and members of the Fire Department (not forgetting the many beautiful ladies). A Hook and Ladder Company—the Siskiyou No. 1—was first organized in July 6th, 1856. They have a fine truck, an apparatus formerly owned by St. Francis of your city. It has lately been repainted and ornamented, and cost the company \$1,800. They have a fine uniform, and also a beautiful banner, of the finest silk, and encircled with heavy gold fringe. In the centre, worked with gold thread, is inscribed, "Siskiyou Hook and Ladder Company No. 1," with the motto—"Protection." It was made and presented to this company on their first parade (January 1st, 1857), by Miss M. J. Ford, of this city. The company consists of fifty active members, of which number H. K. White is Foreman; C. C. Higby, First Assistant; W. D. Slade, Second Assistant; M. C. White, Secretary, and John Long, Treasurer. A good engine is much needed here, and some preliminary steps have already been taken towards raising a sufficient sum for its purchase. About eight hundred dollars has been pledged by some few of the citizens, and I think with a little energy among the firemen, the amount requisite can be obtained.

From this place I shall journey to Hawkinsville, Cottonwood, Deadwood, from thence to Jacksonville, Oregon, where I will write you again.

Truly yours, D. G. W.

BURBANK & MITCHELL'S SERENADERS.—This talented company, consisting of O. N. Burbank and Mike Mitchell, the world-renowned Champion Jig Dancers, Charles D. Abbott, the great violinist, Messrs. Doran and Hess the pleasing vocalists, and Lewis Ratler, one of the best Spicopierians and Comedians in the State, are travelling through the Northern Counties and meeting with unbounded success. At Yreka, a concert was given, they have been playing to \$500 average houses nightly. From the talent exhibited we are satisfied that our readers in the mountains can justly pay them a visit, and get the worth of their time and money.

SAN FRANCISCO MINSTRELS.—These performers have been doing an excellent business during the week. On Monday evening Mr. Henry took a benefit, which drew together a crowded and fashionable house. Some forty members of his own fire company the St. Francis Hook and Ladder Co. being in attendance, and who presented him during the evening with a very pretty miniature "Hook and Ladder," with the figure one in the centre. On Wednesday evening the "Independent National Guard," had a complimentary benefit, which was also largely attended. "Mother Goose," has been the attractive after piece.

FILLED.—The eastern corner of Montgomery and Commercial sts., was filled with water on Thursday, from the Lion Company Brewery on Pine street, the water being brought through one thousand feet of hose. The mud was previously removed from the cistern by the chain gang. The cistern holds 30,000 gallons, and the water is to be paid for by subscriptions of the residents in the neighborhood.

THE HARMONIC SOCIETY.—We do not know when we have been better pleased with an entertainment, as with that of the Harmonic Society on Wednesday evening. The music was most excellent, the orchestra in exquisite time, and the solos, duets, trios, and choruses, unexceptionable. It is very seldom San Franciscans are regaled with such a treat, and the brilliancy of the auditory, and the applause bestowed upon the performances, testified their approval. We are happy to announce that the concert will be repeated in about two weeks.

THANKS.—Mr. M. G. Kennedy, formerly of Jacksonville, O. T. will accept our thanks for a fine lithograph of that town. The cut is well executed and reflects much credit on its designers. Mr. K. at present is proprietor of the extensive hotel at Yreka, known as the "Metropolitan," and we are glad that he is receiving the patronage which he so deservedly merits.

OUR PAPER.—ITS CIRCULATION.—Our journal, we are proud to say, has a circulation second to none in the State. Mr. Waldron, our traveling correspondent, has increased its circulation largely in Butte, Shasta, Trinity, and Siskiyou Counties.

REPRESENTATION.—The cistern at the corner of Washington and Dupont streets, has been filled from the Ensign spring; the water being brought through 1,800 feet of hose. Also the Plaza cistern from the same source through 250 feet of hose.

THE HALL BELL.—Will the writer in the *Alta*, who reported the fire on Commercial street, please inform us how long it was after the small bells rang that the Hall Bell rang the district; as the truth or falsity of that statement that he was inattentive to his trust, involves the position of the bell ringer on duty.

PURCHASER.—The admirable report of Chief Engineer Whitney, has been published in pamphlet form, being the first issued in that manner, since the organization of the Fire Department.

ORGANIZING.—Fire Departments are being organized at Martinez and Petaluma. At the former place a Hook and Ladder Company is to be formed, and in the latter, an engine and truck company.

YATONS.—Messrs. Greathouse & Slicer's Express at Yreka will please accept our thanks for the many favors shown towards our office, and those connected with it.

## Board of Delegates.

An adjourned meeting of the Board of Delegates was held at their chambers, City Hall, on Wednesday evening, May 27th, 1857. President F. Mahony in the chair. The roll being called, the following gentlemen answered to their names: Messrs. McCarthy, Collins, Smith, Rand, O'Connell, Loe, Buckingham, Hilde, Johnson, Buckley, Jones, Tennant, Harrison, Edgar, Berry, Eschke, Cobb, Mitchell, Law, 19.

Absent.—Messrs. Moore, Compkins, Spaul, Simon, Silvershield, Moore, Branda, Chapin, Thomas, Boyce, Gough, Doyle, Whalen, Fitzgibbon, 14.

The Judiciary Committee, through Mr. Jones, chairman, reported a series of Laws for the Department of the Board of Delegates and Fire Department. Mr. Buckley moved that the report be received and one hundred copies ordered printed under the supervision of the committee, with such additions as they may think proper to add. Adopted.

Finance Committee.—Grand of further time. Committee on Register.—Mr. Jones chairman said he had after much labor made a registry roll of Empire No. 1, which with the concurrence of the Board he would read, although not yet signed by all the Committee.

On motion of Mr. Rand, that the report be read which, on a division vote, 7 and 7 was adopted the Chair voting in the affirmative. Mr. Jones then read about one third of the report when.

On motion of Mr. Buckingham, that the further reading of the report be dispensed with. The Chair ruled the motion of Mr. Buckingham out of order.

After some debate Mr. Bidden moved, To reconsider the vote on the reading of the report, which on a division vote was lost, Ayes 9—Nays 9.

Mr. Cobb moved that the reading of the report be laid on the table. Mr. Cotter rose to a point of order, whether the above motion was in order after the motion to reconsider had been lost.

The Chair decided the motion in order. Mr. Cobb moved to adjourn, which, on a division vote was lost, Ayes 9—Nays 10.

Mr. Cobb moved that the report be referred back to the committee. After some debate the above was adopted. Mr. Jones moved that the committee be instructed to take the necessary steps to report a form of action relative to the Register.

Mr. Cotter offered the following resolution: Resolved, That the Secretary of this Board be instructed to place the name of Wm. Levinus on the Fire Department Roll, as per data of his certificate, the same having been neglected by the former Secretary.

On motion of Mr. Rand, the above was referred to Committee on Register. Communication from No. 10, relative to changes on their roll, was read, and on motion ordered on file.

Mr. Mitchell moved to amend, that the latter part of the communication be laid on the table until next meeting. A discussion ensued, when Mr. Edgar called for the previous question.

The question shall the main question be put, was carried. The question was then taken on the amendment of Mr. Mitchell which resulted on a division as follows: Ayes, 9—Nays, 9. The Chair decided it carried.

Mr. Buckingham moved, that the latter part of the communication be taken from the table and referred to the Tophiz Committee.

A debate ensued when Mr. Rand, called Mr. Bidden to order, and moved to adjourn which was adopted.

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## Letter from Sacramento.

SACRAMENTO, May 28th, 1857.  
EDITOR FIREMAN'S JOURNAL:—Dear Sir,  
The engine race of which I gave you the details in my last, came off yesterday afternoon. The correct report I have seen, I copy from the *City Press* of this morning.

An immense number of citizens, on foot, in vehicles, and on horseback, assembled on M street at five o'clock yesterday afternoon to witness the long-looked-for race against time, between Confidence Engine Company No. 1, and Knickerbocker Engine Company No. 5, for \$500. The distance run was from Twenty-first street to Ninth street, measuring 1,023 1/2 yards.

Each engine was manned by 25 certificate members, who were "in running trim." Knickerbocker was first, followed when near the score, by a great number of spectators, who encouraged the members by their shouts and cheers. With one or two exceptions, the members hung on to the rope until they reached the goal. The time made was kept a secret by the judges. At this point the feeling seemed to be in favor of No. 1, as we heard a proposition to bet \$100 to \$75 that No. 1 would beat his time made without being accepted.

After a rather ineffectual effort to keep the track clear, and in about thirty minutes, Confidence started over the track, being preceded by Neptune Hose, which kept slightly in advance to stimulate the members in the race. The men all came down to their work with energy and a will, and were urged forward by their Foreman and multitudes of friends. When they reached the shore, the members, like those of Knickerbocker, were pretty well fagged out, but the loud huzzas of their friends kept them in excellent humor. A cloud of dust enveloped the boys and their engine, which hid it from view. In a few moments W. G. Morris, the umpire, ascended a balcony on a neighboring dwelling, and announced the time as follows: Knickerbocker Engine Company No. 5, 32 seconds; Confidence Engine Company No. 1, 17 minutes and 5 seconds. At this announcement the members of No. 5 rent the air with their loud huzzas, and moved in procession through several streets, and returned to their companies, both admirably proving that when necessity requires, they can be as fleet of foot as they are energetic in action. The members of No. 1 consoled themselves by the reflection that they lost the race from what they considered to be the fact that their engine weighs 700 pounds more than their victorious rival. Thus ends the first grand fireman's race in Sacramento.

Yes, ended; yet not at an end. The strife that has been commenced will never end. Last evening Mr. Hunt, Foreman of No. 1, forbade the payment of the stakes to 5, and considers it forfeited by that company (No. 5), from the fact that it is alleged the Assistant Foreman took hold of the rope, and filled the place of a member who was regularly selected by the company to run, and nearing the goal, being tired, left the rope, being unable to keep up longer. Two well known and disinterested citizens, it is said, will testify to the fact which would be a technicality, but is presumed could not have made difference enough to change the result. The judges of the race will meet this evening, and decide which company is entitled to the stakes. It appears (from necessity) that the race was conducted on the "square," yet, either would have taken advantage if the judges had permitted it.

Had a proper course been pursued by the Chief Engineer, a better feeling might have been kept up between the two rivals; but in this respect he has endeavored to please every one and has disregarded the wishes of a majority of the firemen of the city, which will be apparent at the next election. He had exercised his authority and put a stop to the race and propositions in the first place, he would not only have gained the respect of a majority of the firemen (not engaged in the race), but would have stood a chance for re-election to the position to which he again aspires.

The ponderous "hub" of the Confidence Company was lost last evening to Mr. Alex. Hunter, the Chief Engineer of the Placerville Fire Department, for \$2,500, one half cash on delivery, and the remainder as hereafter provided. In the meantime, the boys will use "one old gal," which is at present stored in the Water Works for the use of the Chain Gang.

The Placerville Company will adopt the same names ("Confidence No. 1," "Roosters," "Douse the glim," &c.), as used by the Sacramento Company. The extension brakes of Protection No. 2 work admirably, and the company are in a flourishing condition.

It is rumored that the Young America Company heard an alarm the other night, and got down as far as 8th street. The authority of the rumor I cannot vouch for.

Last Monday evening by a resolution adopted in the Common Council, Neptune Hose Company was admitted to the Department on an equal footing with the other companies, and will hereafter draw their regular quarterly appropriation.

The adopting of a badge ordinance has been very favorably spoken of here, and should the Bay Firemen adopt badges, we would doubtless "follow suit."

## NEPTUNE.

FIREMAN'S RACE.—On Saturday evening last, the conclusion of the performance at the Circus, two goblets were contested for by a race round the ring, a distance of one mile, being forty-two times around. The following is a list of the entries and time made: Henry Derrick, Knickerbocker No. 5, 5:46 1/2; G. H. Thomas, Pacific No. 8, 5:46 1/2; J. Swift, Manhattan No. 2, 6:12 1/2; G. Pierce, Tiger No. 14, 6:13. Lots were drawn by Messrs. Derrick and Thomas, to decide the tie, which resulted in favor of Derrick. The goblets were delivered.

THE POLICE.—The arrangements of the police at the late fire for keeping order, and space for the firemen to work in, were well carried out. For the first time the firemen had chance to work without being overwhelmed with loaders and donors. Ropes were stretched across each end of Commercial street and none but firemen permitted to enter.

PLACERVILLE.—The State Journal of the 27th says a letter was received by W. B. Hunt Esq. Foreman of Confidence No. 1, yesterday from the Fire Department of Placerville, offering to purchase the engine now in use by Confidence Co. No. 1 at the price asked, the payment to be made \$1,250 down, and the remainder of the \$2500 in three payments. The matter is under consideration and an answer will be returned by the parties authorized to effect a sale.

ACCIDENTS.—The St. Francis truck, in coming down Commercial street last, became unmanageable, and struck against the lamp post at the corner of Kearny street, demolishing it, and injuring the truck to the amount of \$125. Mr. Stos, who had the tiller, was thrown down and severely injured. Happily, no bones were broken. He is now much better.

IMMIGRANT ASSOCIATION.—We have received from this association, a printed appeal, relative to a furtherance of the cause in this city. Our space forbids us speaking of the matter as we desire at this time, and we therefore defer it until our next issue.

AN ALARM.—The *Oroville Bulletin* says, that there was an alarm of fire on Sunday, and the deep toned bell of the "Butter" called the company together. The alarm originated from a stove pipe which had contracted the vile habit of "smoking."

M. S. NEPHEU.—This gentleman, Foreman of Pacific 8, sprained his ankle very badly at the late fire, by falling through among the ropes of a building in Sacramento street, while giving an order to his company.

## Subscriptions.

TO THE FIRE DEPARTMENT CEMETERY FUND—up to the present date, at the office of H. A. Cobb, Chairman Cemetery Committee: F. E. R. Whitney, Chief Engineer, \$50 00; Marcus D. Bortuck, ex-Sec'y, F. D., 10 00; Jas. E. Nuttman, ex-Chief Engineer, 20 00; J. L. Smiley, Pres't Brannan Ass'n, 25 00; W. O. Smith, 1st Asst. Eng. F. D., 20 00; T. P. Buckley, member of No. 11, 5 00; R. H. Sinton, member of No. 6, 10 00; Al. H. Sinton, member of No. 6, 10 00; H. A. Cobb, Treasurer, 14 00; W. O. Smith, 1st Asst. Eng. F. D., 10 00; H. P. Janel, 10 00; John A. Harrison, 5 00; C. M. Chaskey, member of No. 6, 10 00; F. O. Smith, ex-Chief Engineer, 10 00; W. M. Hart, member Sansome H. & L. S., 10 00; G. H. Hoffmann, foreman Monumental 6, 25 00; Franklin L. Jones, ex-President F. D., 25 00; Sundry members Lafayette H. & L. 3, 24 50.



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